

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☒ no ☐

Property Name: SHA Small Structure 10186X0 Inventory Number: F-1-24  
Address: MD 28 over unnamed Potomac River tributary City: Point of Rocks Zip Code: 21777  
County: Frederick USGS Topographic Map: Point of Rocks  
Owner: State Highway Administration of Maryland Is the property being evaluated a district? yes  
Tax Parcel Number: \_\_\_\_\_ Tax Map Number: 108A Tax Account ID Number: \_\_\_\_\_  
Project: Point of Rocks MARC Station Parking Lot Expansion Agency: Maryland Transit Association  
Site visit by MHT staff: X no yes Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Is the property is located within a historic district? yes X no

If the property is within a district District Inventory Number: \_\_\_\_\_  
NR-listed district yes Eligible district yes Name of District: \_\_\_\_\_  
Preparer's Recommendation: Contributing resource yes no Non-contributing but eligible in another context yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible yes X no

Criteria: A B C D Considerations: A B C D E F G None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: (Use continuation sheet if necessary and attach map and photo)

SHA Small Structure 10186X0 is a concrete-slab bridge that carries MD 28 (Clay Street) over an unnamed tributary of the Potomac River within the community of Point of Rocks. The State Highway Administration of Maryland classifies all roadway structures under twenty feet in length as small structures; this category includes small bridges, such as this structure. The bridge supports a 22-foot-wide roadway and has a nine-foot span. This structure appears to have been built in the 1930s as it conforms to the 1930 standard plan for concrete-slab bridges. It has the open parapet with paneled end piers and horizontally scored abutments and wing walls specified in this standard plan. Metal guardrails extend from the northeast, southwest and southeast piers of the structure.

Several of the balusters on the north and south parapets have spalled areas that expose the reinforcing. The upper section of the northeast wing wall has some surface erosion and the northwest wing wall has some erosion at the lower portion of its drain.

This bridge appears to have been constructed in the 1930s, as were several nearby bridges on MD 28. SHA Bridge 10016 is located approximately 4000 feet east of SHA Small Structure 10186X0 and was built in 1932. SHA Bridge 10015, built in 1937, is located approximately 2.25 miles east of SHA Small Structure 10186X0. These two bridges, and SHP Small Structure 10186X0, were built as part of a statewide effort to increase secondary road capacity in the 1930s. All three bridges share features of the standard concrete-span bridge plan including the open parapet with paneled end piers and horizontally scored

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐  
Criteria: A B X C D Considerations: A B C D E F G None  
MHT Comments

Andrew Lewis  
Reviewer, Office of Preservation Services

[Signature]  
Reviewer, NR Program

2/21/03  
Date

2/21/03  
Date

200300525

NR-ELIGIBILITY REVIEW FORM

SHA Small Structure 10186X0

Page 2

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abutments and wing walls.

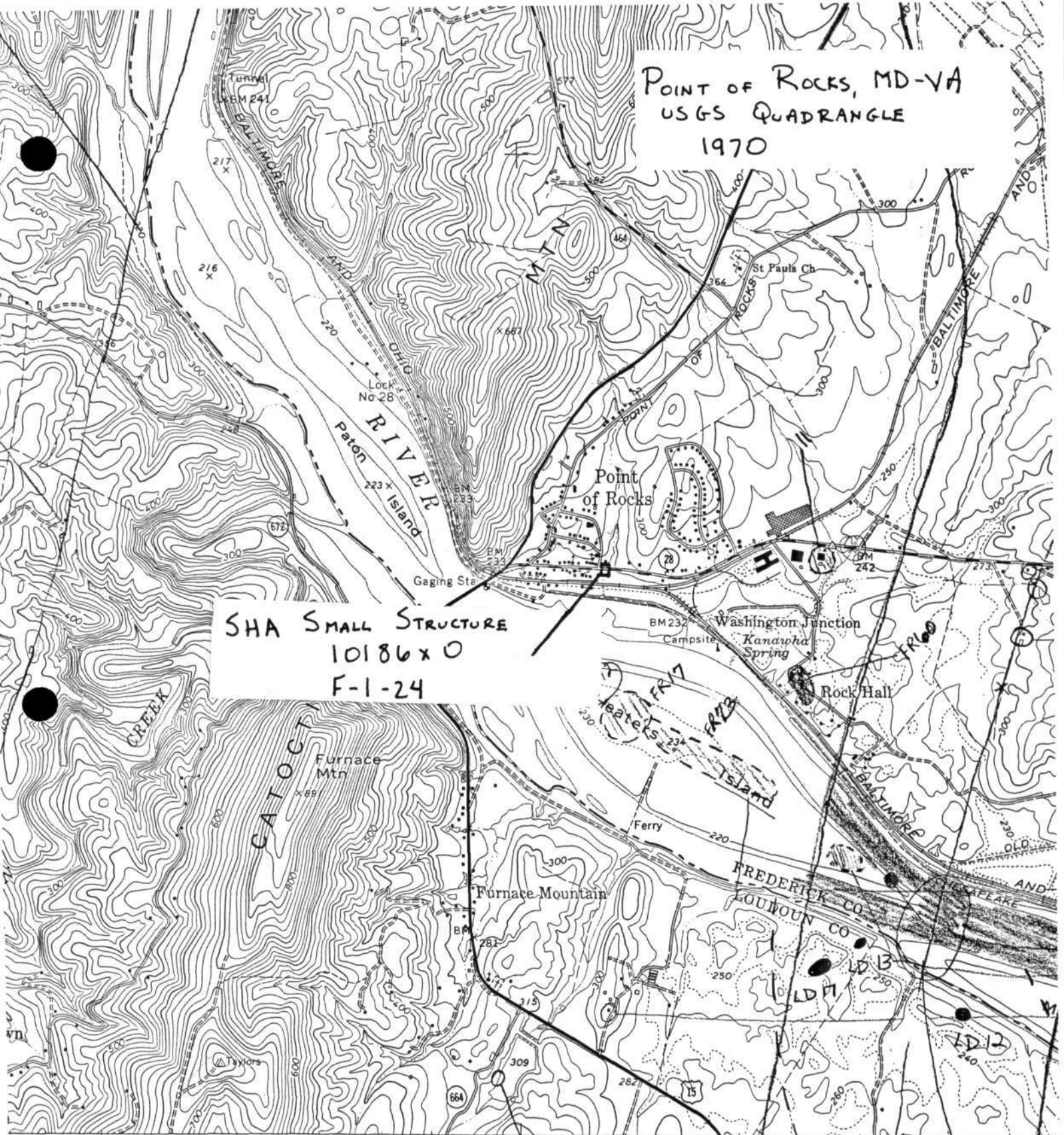
While the character-defining elements of SHA Small Structure 10186X0 have retained their integrity, this structure is an undistinguished example of a standardized concrete bridge that was built throughout Maryland and does not appear to be eligible under Criterion C. SHA Small Structure 10186X0 is not associated with a significant historical event and is not significant in the growth and development of Maryland. It does not appear to be eligible under Criterion A. SHA Small Structure 10186X0 does not appear to be associated with significant persons. It is not located within a historic district. The Point of Rocks survey district (F-1-187), which ends at the western edge of SHA Small Structure 10186X0, was evaluated in 1993 and found to be ineligible due to lack of integrity.

Prepared by: Sarah Goode, John Milner Associates,

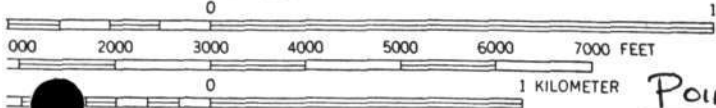
Date Prepared: 1/23/03

# POINT OF ROCKS, MD-VA USGS QUADRANGLE 1970

SHA SMALL STRUCTURE  
10186 x 0  
F-1-24



(WATERFORD)  
5462 II NE  
SCALE 1:24 000



RUINS 53-689

## POINT OF ROCKS, MD - VA 1970

Primary highway, hard surface  
Secondary highway, hard surface  
Interstate Route U



QUADRANGLE LOCATION

POINT C  
N



SPEED  
LIMIT  
30

F-1-24

SMALL STRUCTURE 10186X0 (MD 28 [LEAN ST] OVER UNKNOWN TRIBUTARY OF POTOMAC RIVER)

FREDERICK CO, MD

SARAH GOODE

01/23/2003

MD SHPO

VIEW NW FROM MARC STATION PARKING LOT

#1 OF 3

January 03< >015  
212 0711 NNN 1 13 2(040)





F-1-24

SMALL STRUCTURE 10186 X 0 (MD 28 [CLAY ST.] OVER UNIMPROVED TRIBUTARY OF POTOMAC RIVER  
FREDERICK COUNTY MD

SARAH GOODE

01/23/2003  
MD 3 HPO

VIEW LOOKING W OF SMALL STRUCTURE 10186 X 0

#2 OF 3

January 03< >006  
212 0711 N N N N 07 200400





F-1-24

SMALL STRUCTURE 10156x0 (MD 25 [CLAY ST.] OVER UNNAMED POTOMAC RIVER TRIBUTARY  
FREDERICK COUNTY, MD

SARAH GOODE

01/23/2003

MD SHDO

VIEW LOOKING NW AT SOUTH PARAPET AND WING WALLS

#3 OF 3

January 03< 2013  
212 0711 N N N 2 06 2 (040)

## SHA Small Structure

F-1-24

Point of Rocks

Frederick County, MD

Sarah Traum

February 2005

### Addendum

State Highway Administration (SHA) small structure<sup>1</sup> 10186X0 is a concrete-slab bridge that carries MD 28 (Clay Street) over an unnamed tributary of the Potomac River within the village of Point of Rocks. This structure appears to have been built in the 1930s, as it follows the design set forth in the 1930 Maryland State Roads Commission Standard Plans for concrete-slab structures (Maryland State Roads Commission 1930b). This structure retains the character-defining elements of early twentieth-century, standard-plan, concrete-slab structures: the slab, open parapet with paneled end blocks, and horizontally incised abutments and wing walls. Metal guardrails extend from the northeast, southwest, and southeast end blocks.

SHA Small Structure 10186X0 was built between 1930 and 1936 according to the Maryland State Roads Commissions 1930 Standard Plan for concrete-slab bridges. This small structure is an example of Maryland's efforts in the early twentieth-century to standardize structural design of bridges and small structures. SHA Small Structure 10186X0 retains all of its character-defining elements, including the concrete-slab structure, the open baluster parapet with paneled end blocks, and the horizontally incised abutments and wingwalls.

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<sup>1</sup> According to Maryland State Highway Administration (MD SHA), a small structure is a roadway structure having a span of fewer than 20 feet. These small structures may be small bridges (as in the case of small structure 10186X0) or culverts (Parsons Brinckerhoff Quade and Douglas, Inc. 1997:1-1).



## 7. Description

Inventory No. F-1-24

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

State Highway Administration (SHA) Small Structure<sup>1</sup> 10186X0 is a concrete-slab bridge that carries MD 28 (Clay Street) over an unnamed tributary of the Potomac River within the village of Point of Rocks. This structure appears to have been built in the 1930s, as it follows the design set forth in the 1930 Maryland State Roads Commission Standard Plans for concrete-slab structures (Maryland State Roads Commission 1930b). This structure retains the character-defining elements of early twentieth-century, standard-plan, concrete-slab structures: the slab, open parapet with paneled end blocks, and horizontally incised abutments and wing walls. Metal guardrails extend from the northeast, southwest, and southeast end blocks.

Small Structure 10186X0 has a 9-foot span and supports a 22-foot-wide roadway. This roadway is narrower than the 27-foot clear roadway specified in the standard plans, but otherwise follows the standard plan for a 10-foot concrete-slab bridge (Maryland State Roads Commission 1930b). All visible elements of this structure are constructed of reinforced concrete. The parapets have an open balustrade design with paneled end blocks. The abutments and angled wing walls have a horizontal incised detail. This structure is not perpendicular to Clay Street, but follows the path of the stream as it flows south to the Potomac River. The bridge abutments are N 20° east from the southern edge of Clay Street. The southeast and northwest wingwalls are perpendicular to Clay Street, while the southwest and northeast wingwalls are each 20° from perpendicular, following the path of the stream. This structure does not appear to have been altered since constructed.

The abutments and wingwalls of this structure carry the roadbed approximately 6.5 feet above the streambed. The wingwalls and abutments of this small structure have decorative horizontal scoring. The northwest wingwall features a square drain through the center. The concrete is deteriorated at the lower edge of this drain. There is evidence of spalling at the southern edge of the southwest wing wall. The upper section of the northeast wing wall has some surface deterioration.

The parapet walls follow an open balustrade pattern with 10 4-inch-wide balusters spaced 6 inches apart on each parapet. At both ends of each parapet is a paneled end block. There is no sidewalk along either parapet wall, just an 8-inch-high curb. Metal guardrails extend along Clay Street from the northeast, southwest, and southeast end blocks. Some of the balusters on the north and south parapets have spalled areas that expose the reinforcing.

Small Structure 10186X0 is situated within the village of Point of Rocks. Residential structures are located west and northeast of the structure. To the southeast is the MARC parking lot for the Point of Rocks Railroad Station. Brush and small trees cover the sloped sides of the stream channel.

<sup>1</sup> According to Maryland State Highway Administration (MD SHA), a small structure is a roadway structure having a span of fewer than 20 feet. These small structures may be small bridges (as in the case of small structure 10186X0) or culverts (Parsons Brinckerhoff Quade and Douglas, Inc. 1997:1-1).

## 8. Significance

Inventory No. F-1-24

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

**Specific dates** 1930-1936 **Architect/Builder** Maryland State Roads Commission

**Construction dates** 1930-1936

Evaluation for:

☒ National Register ☒ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

SHA Small Structure 10186X0 was built between 1930 and 1936 according to the Maryland State Roads Commissions 1930 Standard Plan for concrete slab bridges. This small structure is an example of Maryland's efforts in the early twentieth century to standardize structural design of bridges and small structures. Small Structure 10186X0 retains all of its character-defining elements, including the concrete slab structure, the open baluster parapet with paneled end blocks, and the horizontally incised abutments and wingwalls.

The Point of Rocks survey district (F-1-187) was evaluated for its eligibility for listing in the National Register for the purposes of a FEMA acquisition. This survey district was determined ineligible for inclusion due to lack of integrity. No structures were individually evaluated at that time, and Small Structure 10186X0 was not part of the survey district evaluation. JMA evaluated this structure as part of the MARC Train Parking Lot Expansion project. This structure appears to date to the 1930s and there is no evidence of alterations. As an unaltered example of a concrete-slab bridge built according to the 1930 Standard Plans, Small Structure 10186X0 meets the National Register Criterion C as an example of Maryland's early twentieth-century efforts to standardize the design of bridges and small structures. Small Structure 10186X0 retains its character-defining elements and sufficient integrity to convey this significance.

A road following the current path of Clay Street has passed through Point of Rocks at least since 1835 when the town was platted by H. G. O'Neale for Charles Johnson. This plat was for a linear town organized around two main streets that ran parallel to the railroad, canal, and river: Clay and Commerce Streets. Growth in this area began in earnest with the coming of construction teams for the Chesapeake and Ohio Canal and Baltimore and Ohio Railroad in the early 1830s. Most of the town's early growth was concentrated to the west, near the intersection of today's Ballinger Creek Road (the Frederick Turnpike in the mid-nineteenth century) with the railroad and canal. The eastern portion of the town developed in the late nineteenth century, after the construction in 1873 of the Metropolitan Branch of the B&O railroad, which joined the mainline at Point of Rocks (Harwood 1994:124). In 1871 a new railroad station was built at the junction of the old mainline and the new Metropolitan Branch of the B&O. This station was significantly expanded in 1875 into the Gothic Revival landmark that stands today. This new station replaced the private depot at the western part of Point of Rocks and helped to stimulate growth in the eastern portion of the village (Harwood 1994:164).

The earliest map evidence for the continuation of Clay Street beyond the eastern edge of the village of Point of Rocks is Waters & Son's 1861 Civil War map which shows a "county road" leading east from Point of Rocks to the Monocacy River, roughly paralleling the C&O canal (Waters & Son 1861). By 1930, US 15 had been established and followed the route of today's MD 85, south through Buckeystown and then west along today's MD 28 at Licksville (Tuscarora). In 1932-1933, the road between Point of Rocks and Licksville was paved with concrete, funded through the State Roads Commission. At Licksville, where this road joined with the then-route of US 15 (Maryland State Roads Commission 1930a:34). Small Structure 10186X0 may have been built as part of this road improvement. Small Structure 10186X0 presumably replaced a timber structure, as most bridges that spanned fewer than 10 feet were usually a simple timber-

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. F-1-24

Name SHA Small Structure 10186X0

### Continuation Sheet

Number 8 Page 1

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beam structure (Johnson 1899:205). By 1936, US 15 had been re-routed to cross the Potomac at Point of Rocks and then continue along today's MD 28 to Licksville (Tuscarora) and then north to Buckeystown (Maryland State Roads Commission 1937a and 1937b:124). Small Structure 10186X0 would have been built by this date, as a modern structure would have been necessary to carry the traffic loads of a federal highway. The Maryland State Highway Administration has no construction date on file for Small Structure 10186X0. Between 1955 and 1970, US 15 was re-routed to its current path, heading north to Frederick directly from the bridge across the Potomac. After building the current US 15, Clay Street was designated MD 28; it retains this designation.

Small Structure 10186X0 was built in the 1930s according to the Maryland State Roads Commissions 1930 Standard Plan for concrete-slab bridges. As set forth in the Small Structures on Maryland's Roadways Historic Context Report, a concrete-slab small structure that was built according to the Standard Plans could be eligible for listing in the National Register under Criterion C as an example of Maryland's efforts in the early twentieth-century to standardize structural design of bridges and small structures (Parsons Brinkerhoff Quade & Douglas 1997:4-10). To have sufficient integrity to convey its significance under Criterion C, a concrete-slab small structure must retain its character-defining elements: the slab, the parapet, abutments, and wingwalls (Parsons Brinkerhoff Quade & Douglas 1997:4-10). This structure retains all of the character-defining elements: the concrete slab structure, the open-baluster parapet with paneled end blocks, and the horizontally incised abutments and wingwalls. Small Structure 10186X0 does not appear to meet National Register Criterion A as it is not associated with a significant historical event, and the road that it carries, currently MD 28/Clay Street, is not "a roadway highly significant in the early growth and development of the state" (Parsons Brinkerhoff Quade & Douglas 1997:4-2). This structure does not appear to meet National Register Criterion B because it is not associated with a significant individual. It also does not appear to meet Criterion D, as it is built to standard plans and would not yield important information on construction methods of the early twentieth century.



## 9. Major Bibliographical References

Inventory No. F-1-24

Harwood, Herbert H., Jr.

1994 *Impossible Challenge II: Baltimore to Washington and Harpers Ferry from 1828 to 1994*. Barnard, Roberts and Co., Inc.: Baltimore, MD.

Johnson, Arthur Newhall

1899 "The Present Condition of Maryland Highways" in *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore, MD.

## 10. Geographical Data

Acreage of surveyed property less than one acre  
Acreage of historical setting less than one acre  
Quadrangle name Point of Rocks, MD, VA

Quadrangle scale: 1:24000

### Verbal boundary description and justification

No tax parcel information could be obtained for this small structure. It is wholly contained within Maryland State Highway Administration right-of-way and is located approximately 100 feet west of the intersection of Bank and Clay Streets in the village of Point of Rocks.

## 11. Form Prepared by

name/title	Sarah Traum / Project Architectural Historian		
organization	John Milner Associates, Inc.	date	2/2005
street & number	5250 Cherokee Ave., Suite 300	telephone	703-354-9737
city or town	Alexandria	state	VA

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. F-1-24

Name SHA Small Structure 10186X0

### Continuation Sheet

Number 9 Page 1

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Parsons Brinkerhoff Quade & Douglas, Inc.

1997 Small Structures on Maryland's Roadway Historic Context Report. Prepared for Maryland State Highway Administration, Baltimore, MD.

Maryland State Roads Commission

1930a *Report of the State Roads Commission for the Years 1927, 1928, 1929, and 1930.* State of Maryland, State Roads Commission, Baltimore, MD.

1930b *Standard Plans.* State of Maryland, State Roads Commission, Baltimore, MD.

1937a *General Highway Map Frederick County, Maryland.* State of Maryland, State Roads Commission, Baltimore, MD.

1937b *Report of the State Roads Commission for the Years 1935-1936; Financial Report for the Years 1937-1938.* State of Maryland, State Roads Commission, Baltimore, MD.

Waters & Son

1861 *War Maps and Diagrams.* Waters & Son, engravers, New York, NY.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. F-1-24

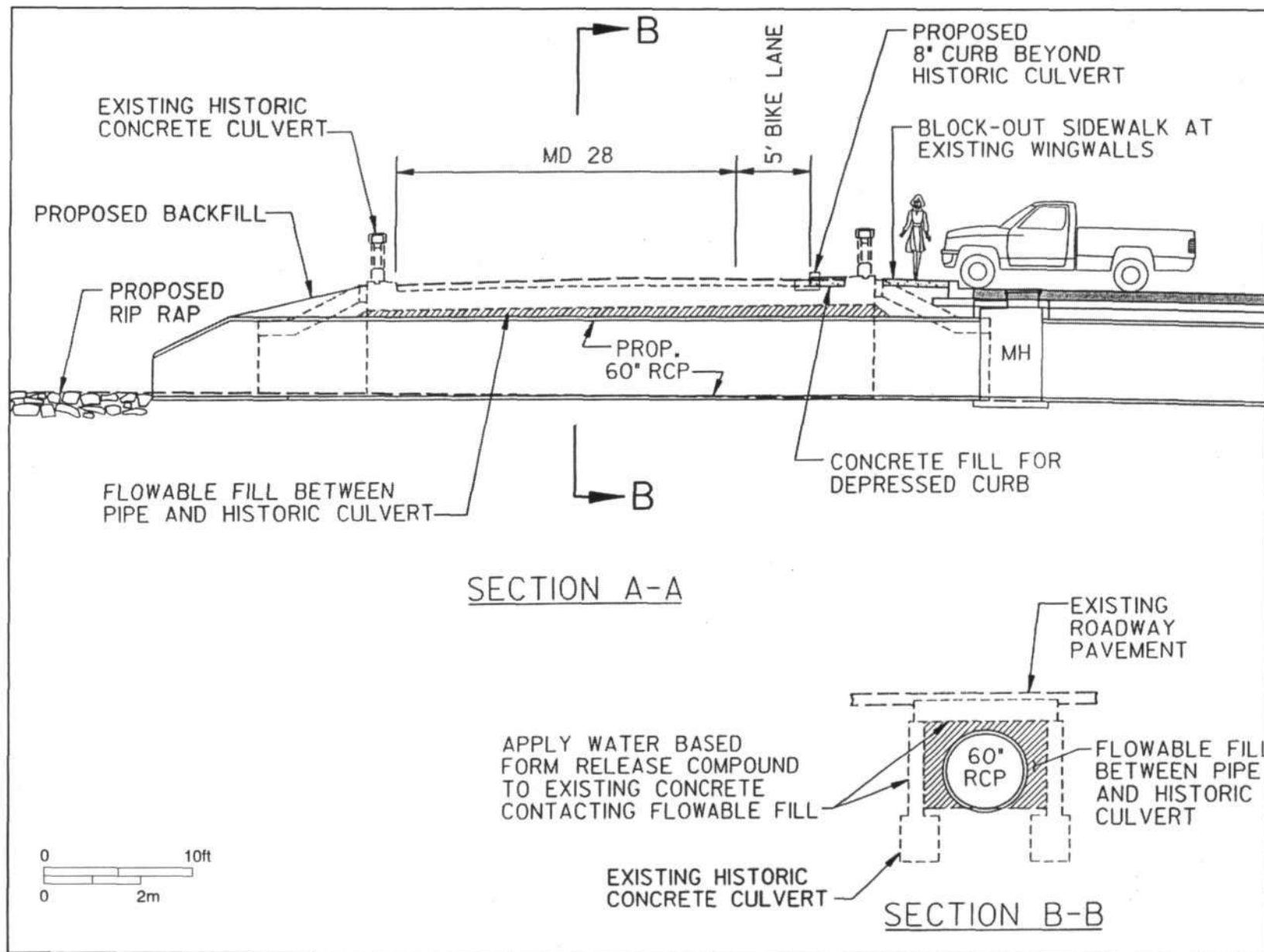
Name SHA Small Structure 10186X0  
**Continuation Sheet**

Number 9 Page 2

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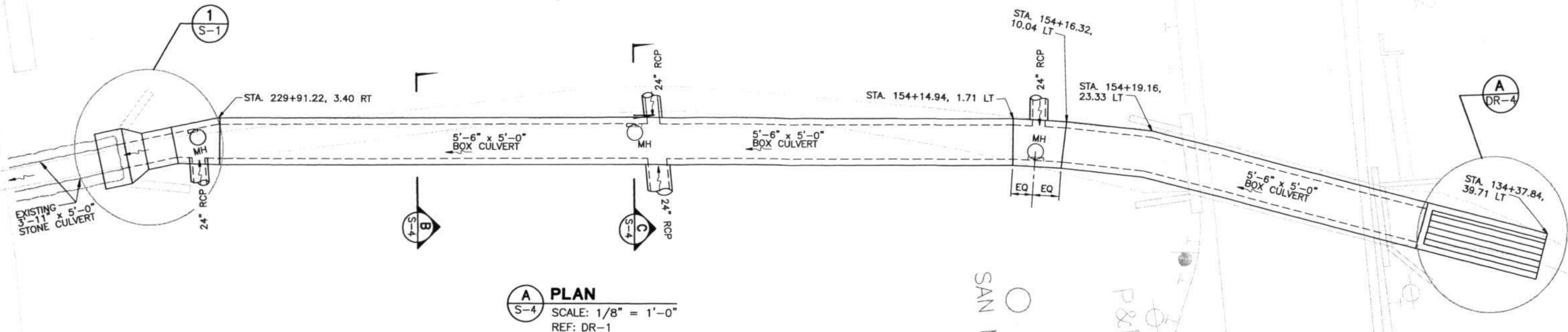
### Photographs

Photo Number	Date	Description
1/6	11/2004	Looking southeast from Bank and Clay Streets
2/6	11/2004	South elevation, looking north
3/6	11/2004	Southwest abutment and wingwall, looking northwest
4/6	11/2004	Abutments and concrete slab, looking northeast
5/6	11/2004	South parapet, looking west northwest
6/6	11/2004	Looking west northwest from MARC station parking lot

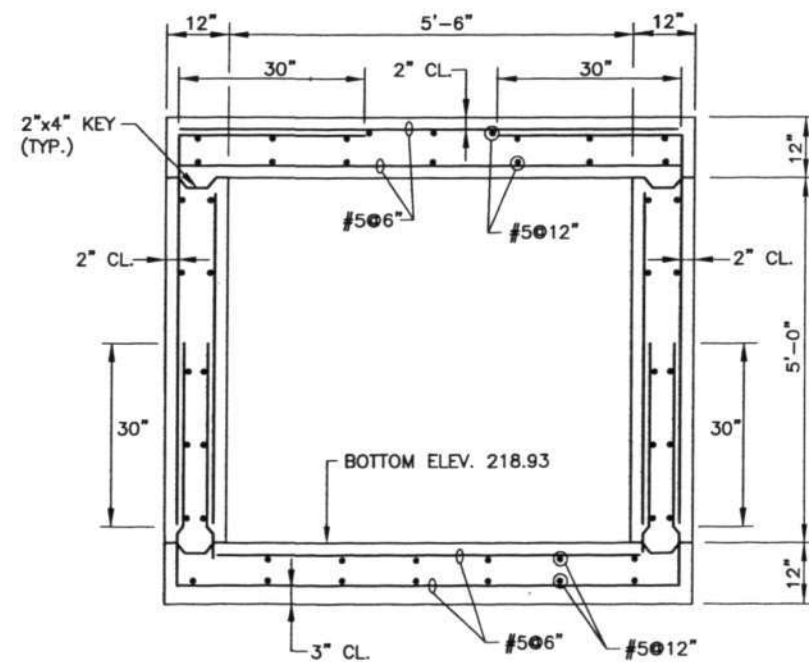


SHA small structure 10186X0 (F-1-24) Point of Rocks, Frederick County.

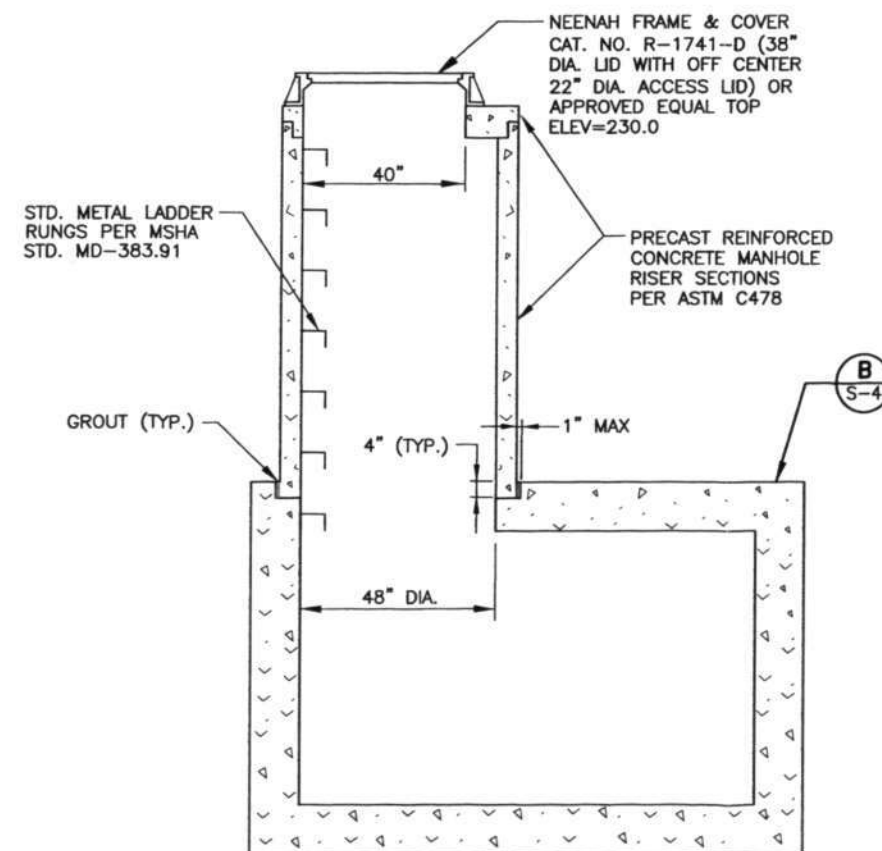
F-1-24



**A PLAN**  
S-4 SCALE: 1/8" = 1'-0"  
REF: DR-1



**B SECTION: BOX CULVERT**  
S-4 SCALE: 3/4" = 1'-0"  
REF:



**C SECTION: ACCESS MANHOLE**  
S-4 SCALE: 1/2" = 1'-0"  
REF:

- NOTES:**
1. FOR CULVERT PROFILE AND INVERT ELEVATIONS, SEE DRAWING NO. DR-7

MARYLAND DEPARTMENT OF TRANSPORTATION



RUMMEL, KLEPPER & KAHL, LLP  
Consulting Engineers

NO.	DESCRIPTION	BY	DATE

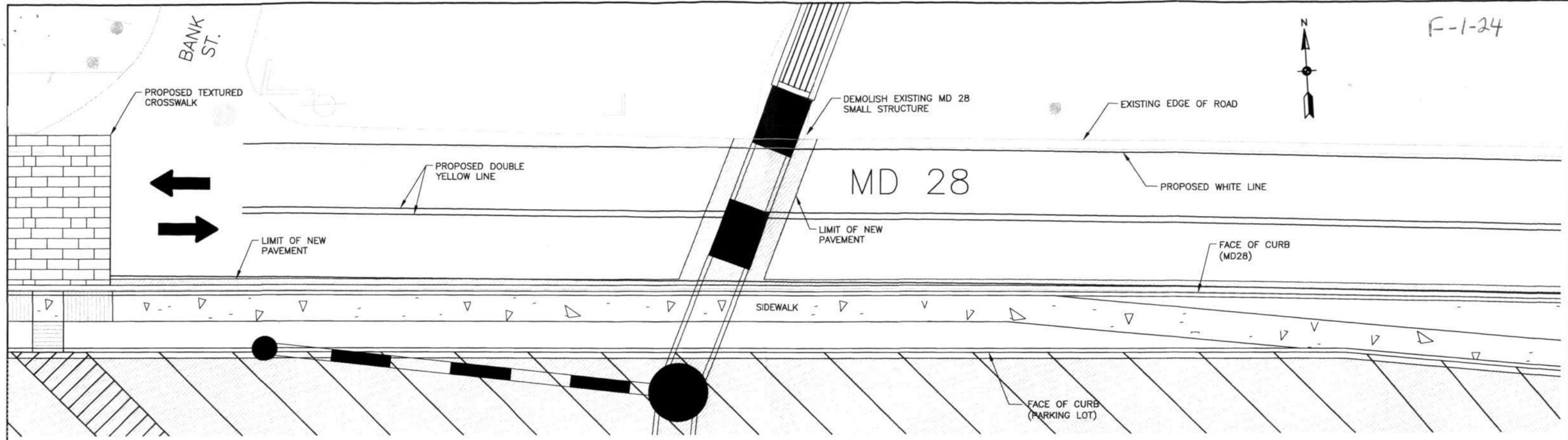
MARC POINT OF ROCKS STATION  
PARKING AREA EXPANSION

5'-6" X 5'-0" BOX CULVERT: PLAN, SECTION

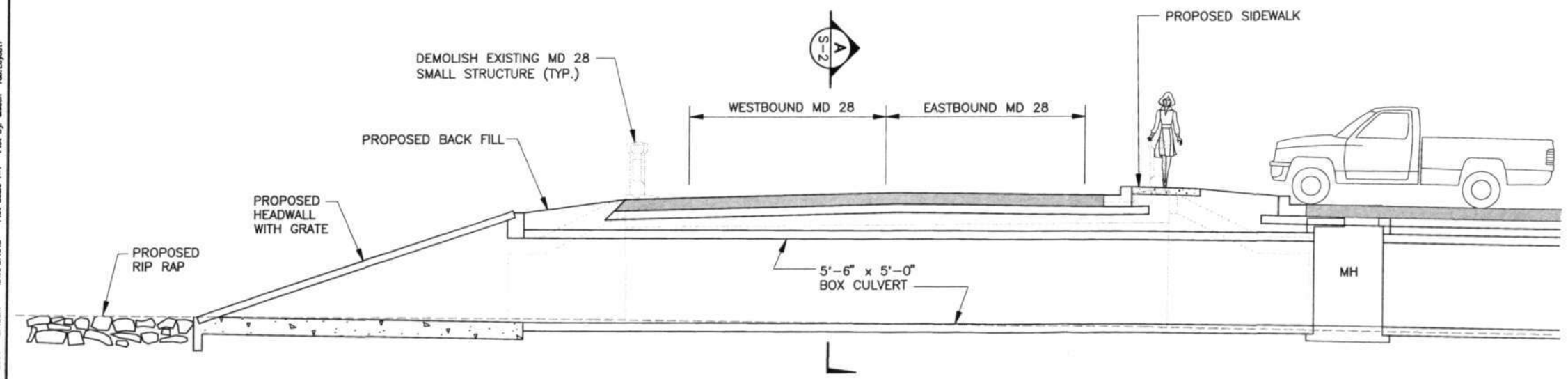
DATE: DECEMBER 20, 2004

SCALE: AS SHOWN

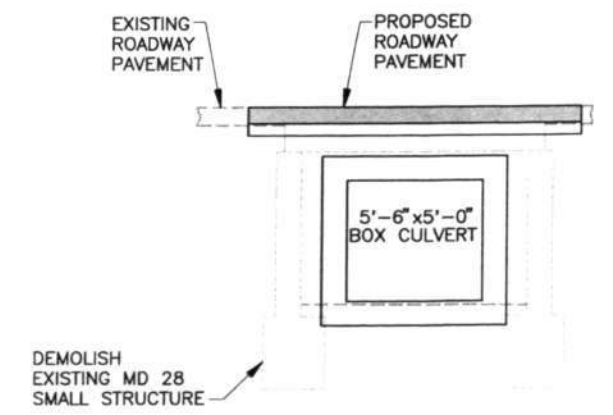
CONTRACT NO.  
T-0586-0140  
DRAWING NO.  
S-4  
SHEET NO.  
83 OF 90



**PLAN**  
SCALE: 1/8" = 1'-0"



**CONCRETE CULVERT**  
SCALE: 1/4" = 1'-0"

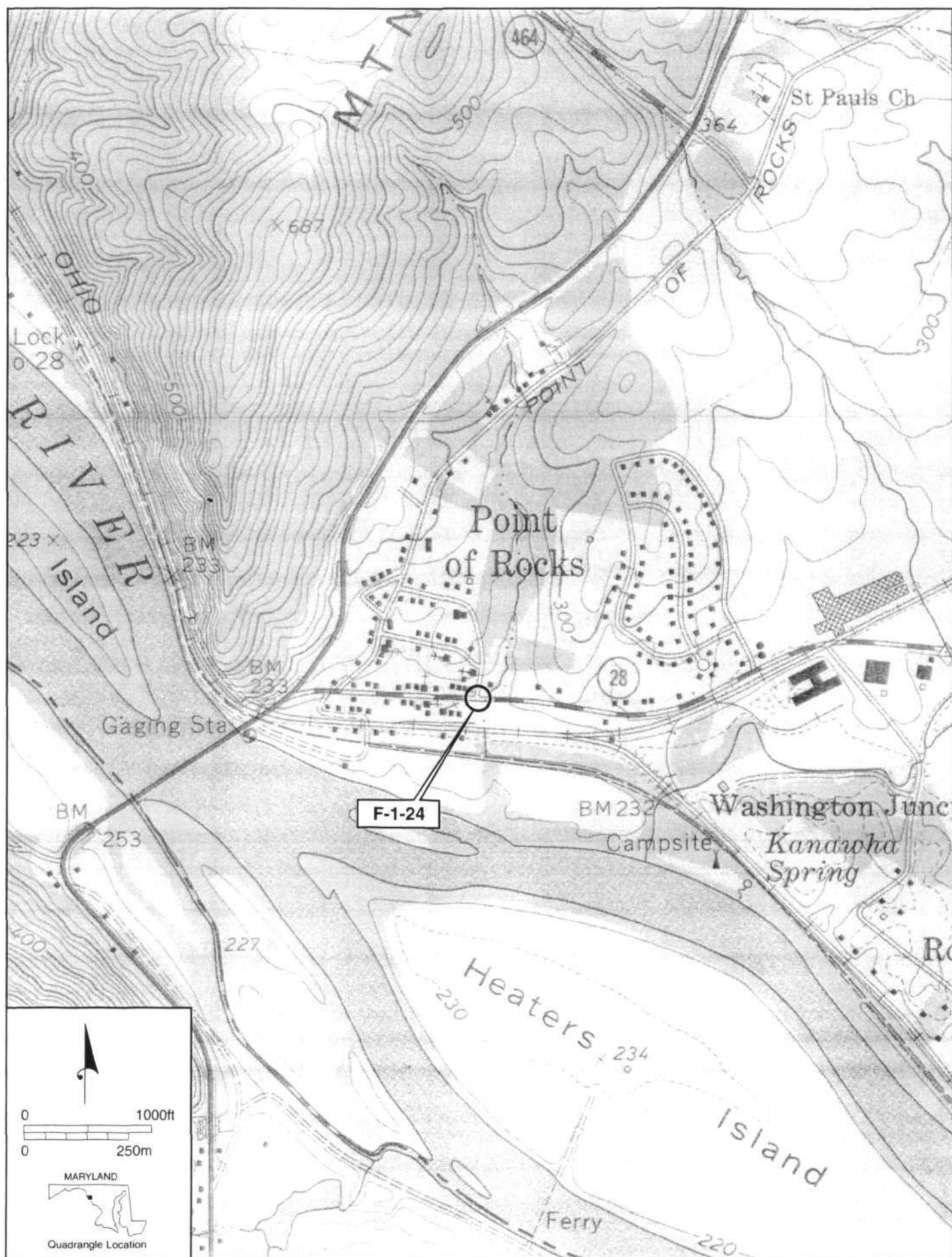


**A SECTION**  
S-2 SCALE: 1/4" = 1'-0"  
REF:

				DESIGN	EHL
				DRAWN	SAH
				CHECK	SRR
NO.	DESCRIPTION	BY	DATE	APPR	JAR
REVISIONS					







SHA small structure 10186X0 (F-1-24), Point of Rocks, Frederick County (Point of Rocks MD, VA 7.5 minute quadrangle, 1981).



F-1-24

SHA SMALL STRUCTURE 10186 XO

FREDERICK COUNTY, MD

SARAH TRAUM

11/2004

NEGATIVE AT ME SHPO

LOOKING SOUTHEAST FROM BACK AND CLAY STREETS

#1/6





F-1-24

SHA SMALL STRUCTURE 10186X0

POINT OF ROCKS

FREDERICK COUNTY, MD

SARAH TRAUM

11/2004

NEGATIVE AT MD SHPO

SOUTH ELEVATION LOCKING NORTH

2/6





F-1-24  
SHA SMALL STRUCTURE 10186X0  
POINT OF ROCKS  
FREDERICK COUNTY, MD  
SARAH TRAUM

11/2004  
NEGATIVE AT MD SHPO  
SOUTHWEST ABUTMENT & WINGWALL, LOOKING NORTHWEST

3/6



F-1-24

SHA SMALL STRUCTURE 10186X0

FREDERICK COUNTY, MD

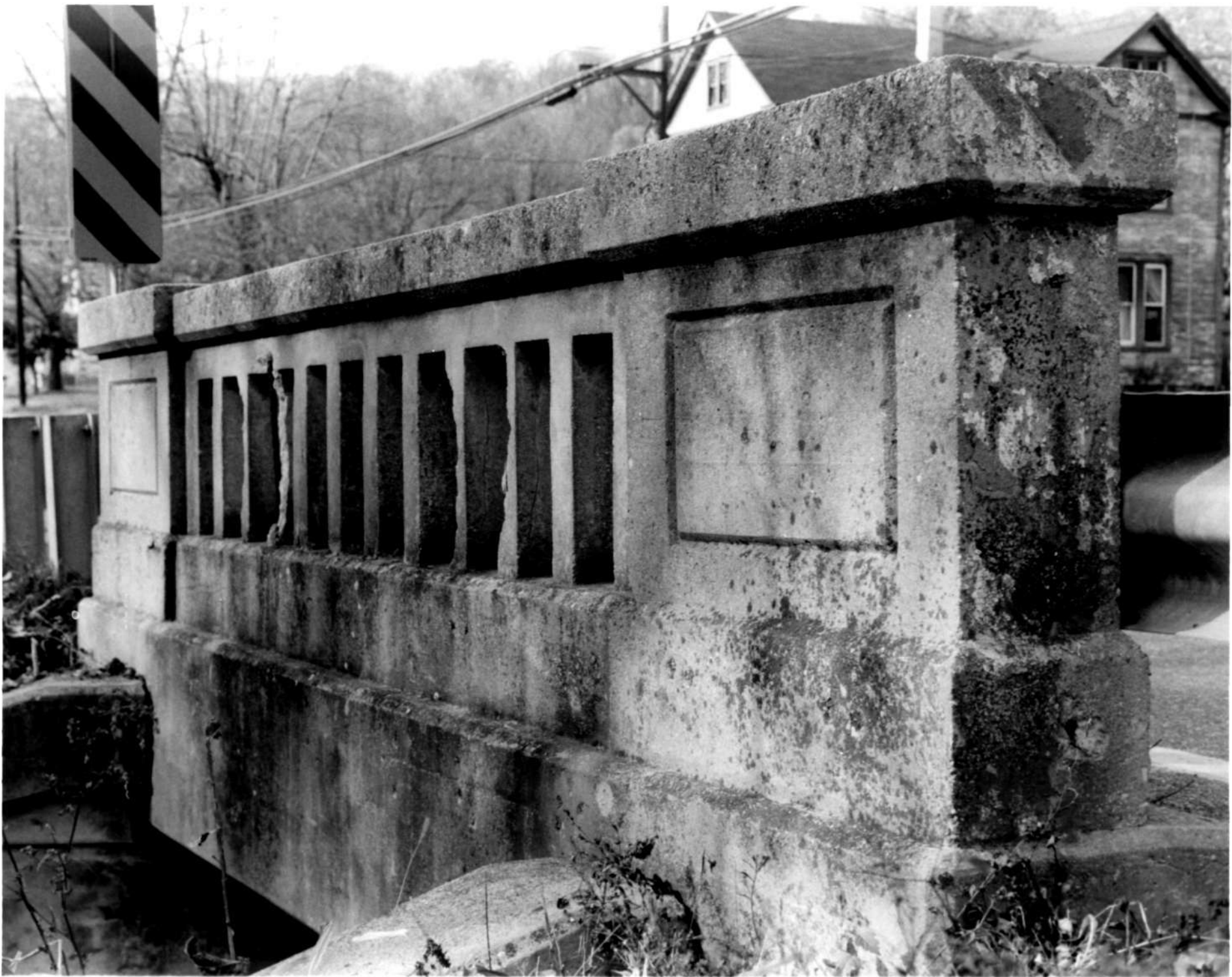
SARAH TRAUM

11/2004

NEGATIVE AT MD SHPO

ABUTMENT & CONCRETE SLAB, LOOKING NORTHEAST

4/6



F-1-24

SHA SMALL STRUCTURE 10186X0

FREDERICK COUNTY, MD

SARAH TRAUM

11/2004

NEGATIVE AT MD SHPO

SOUTH PARAPET, LOOKING WEST NORTHWEST

5/6





F-1-24

SHA SMALL STRUCTURE 10186X0

FREDERICK COUNTY, MD

SARAH TRAUM

11/2004

NEGATIVE AT MD SHPO

LOOKING WEST NORTHWEST FROM MARC STATION PARKING LOT

6/6